An estimate for constructing a bridge at Karimpinpuzha is under preparation.

An estimate has been sanctioned for constructing dams across the Pulaman *todu*. The work will be taken up as soon as funds are available.

The allotment under agricultural loans is being distributed by the Land Revenue Commissioner according to the needs of each taluk.

The Director of Public Instruction is considering the revision of the existing fee concession scheme; and he will be asked to consider your suggestions also in that connection.

Your suggestion about the improvements to the various roads will be sent to the Chief Engineer.

93. Needs of the Pattanapuram taluk.

MR. NAMBAN PILLAI KRISHNA PILLAI (*Pattanapuram taluk*) first urged the need for establishing a Munsiff's Court in the taluk. He enumerated the difficulties experienced by the people of the taluk in seeking relief from the Kottarakara Munsiff's Court, which was about 30 to 35 miles away from some parts of the taluk. More than half the cases filed in the Kottarakara Munsiff's Court were from the Pattanapuram taluk. A Munsiff's Court should be established in the taluk or if this was not possible immediately a Munsiff-Magistrate's Court should be established as an experimental measure as was done in the case of the Nedumangad and Schencotta taluks.

The member next said that his taluk was lacking in facilities of means of communication and urged for the improvement and taking over for departmental maintenance the undermentioned roads :—

(i) The Anchal-Meenkulam road branching off from the Trivandrum—Kulattupuzha road.

(ii) The Kunnikod—Anchal road starting from the Quilon—Shencotta road and joining the Anchal road.

(iii) The Kunnikod—Pattazhi—Enattu road, connecting the Quilon—Shencotta road and the M. C. road.

(iv) The Mailam—Pattazhi road connecting the Parakod—Pattazhi road and the M. C. road.

(v) The Punalur-Tadikad road.

(vi) The Punalur-Tolikkodu road, starting from the 28th mile of the Quilon Shencotta road and joining the Anchal Punalur road at the 6th milestone.

(vii) The Melila—Tadikad road, connecting the Punalur—Anchal road and the Tadikad road.

The taluk was also lacking in educational facilities, especially as regards female education. There was only one primary school for girls at Punalur, and class V which originally existed was abolished. The primary school should be converted into a vernacular middle school by opening classes V to VII. If this was not possible on financial

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grounds, there was no objection to abolish the primary department of the school and providing middle school course. The local English school imparted instruction only up to Form III. High school classes should be opened in the school to afford facilities for English education in the taluk.

The land-holders of the Pattazhi pakuthi suffered much hardship on account of taxation in kind. The grievances of the people in the matter should be redressed by the commutation of tax in kind.

The need for constructing a bathing ghat in the Kallada river at Punalur, near the Punalur bridge had been repeatedly urged at previous sessions of the Assembly and the Government were pleased to sanction the work as also to allot funds for the same. But it was regrettable that the work had not been taken in hand yet. The construction of the bathing ghat should be expedited.

The member next suggested the desirablity of disafforesting and assigning lands included in the reserved forests in Tenmalai, adjacent to the road side on the Kulattupuzha-Tenmalai and Edaman-Tenmalai roads.

A Village Panchayat should be established at the headquarters of the taluk, *viz.*, Punalur.

Lastly, the member requested that arrangements should be made at an early date for placing an Anchal box near the grant-in-aid school at Pandapilavu in the Pattazhi pakuthi. The people of the place experienced very great inconvenience owing to the absence of an Anchal Office at the place, the nearest Anchal Office being 4 to 7 miles away.

DEWAN'S REPLY: Mr Krishna Pillai, the question of opening a Munsiff's Court or a Magistrate's Court in your taluk may well await the report of the Law's Delays Commissioner.

The sanctioned roads will be taken up as funds are available, and according to their urgency. Ryots' roads will be taken up according to the rules.

As there is no money this year for opening additional classes in the local schools next year, perhaps, this may be considered.

The question of commuting tax in kind in the Pattazhi pakuthi will be looked into again.

An estimate has been sanctioned for the construction of a bathing ghat in the Punalur river, but it must wait until funds are available.

The Conservator says that no land is available for disafforestation and registry in Tenmalai. All the lands recommended by the Taluk Disafforestation Committee have already been disafforested and registered. If you can point out any land anywhere there, its disafforestation will be considered.

Five villages have been selected for the organisation of Village Panchayats. After the working of the Regulation is watched for some time, the question of establishing Panchayats in other places, including Punalur, will be considered.

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The Anchal Superintendent will be asked to enquire into your suggestion about placing an Anchal box at Pandapilavu.

94. Needs of the Kunnattur taluk.

MR. MATTHAI MUTALALI (*Kunnattur taluk*) first spoke about the immediate necessity of establishing a Magistrate's Court at Adur. In the absence of a Court at Adur, the inhabitants of the Kunnattur taluk had to go to the Kottarakara Magistrate's Court to get relief in criminal cases. Originally, there was a Magistrate's Court at Adur, but it was abolished during the time of Dewan Mr. Raghaviah. Ever since, the people of the taluk had been continuously urging for the re-establishment of the Court at Adur. If this could not be done at once, at least the Tahsildar of the taluk might be invested with the powers of a Second Class Magistrate.

The inhabitants of Adur suffered much on account of the location of the P. W. D. toll-gate at Adur. As the toll-gate was located just at the centre of the town, with three subsidiary gates on the three main approaches of the town, the people had to pay toll even for attending to their daily necessities, such as taking a patient to the hospital, carrying manure to the paddy fields, etc. The toll-gate could more profitably be located at the Pulaman junction at Kottarakara or the Kurumtottyattu junction at Pandalam. There were about 140 motor buses plying daily through the Pulaman junction, against 96 buses passing through Adur. Kurumtottyam junction also had 110 buses plying daily. The toll-gate should therefore be shifted to either of the above places. If the Government had any doubt about the feasibility of the above suggestion, they might try the other two junctions also experimentally and finally locate the toll-gate at the place which would give the largest annual return to the Government at the minimum trouble and inconvenience to the people.

The Government had promised at the 22nd session of the Assembly to open a road connecting the Kayankulam-Punalur road at the 13th mile with the Adur-Sastankotta road at the 3rd mile, provided the people would surrender the required land free of cost. The land owners of the locality had agreed in writing to surrender the land accordingly. But it was regrettable that nothing further was done in the matter. The road, if opened, would add considerably to the facilities of means of communication in the taluk and afford access to the Pallikkal pakuthi, one of the important pakuthies in the taluk which was cut off from the rest of the taluk. The road should be opened without any further delay.

As a result of repeated representations in the Assembly the Government were convinced of the necessity of conserving the Anayadi river to make it useful for irrigation purposes and they sanctioned the construction of 5 or 6 bunds in the river so as to regulate the flow of water. But even these bunds had become useless for want of regular maintenance. The existing bunds should be repaired and properly maintained and additional cross bars should be provided wherever they were found necessary.

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